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President Wilson's Return to Economic Common Sense and Proper Official Duty.

A situation perhaps about as difficult as any that has ever confronted an American Executive in a matter of dent Wilson in his two letters, one to his fellow citizens in general and one to the railroad shopmen, with force, tact and courage. His statements present the fundamental truth of the case, in the interest of all; and they present that fundamental truth with a cogency and clearness which should be convincing to any mind not statement to the representatives of clouded or inflamed.

The country ought to be delighted with this sign of the reenlistment of Mr. Wilson's earnest attention and national questions of official concern that come properly within his province. THE SUN, now as at all time when it believes he is right, certainly has no wish to withhold its prompt and hearty recognition of a creditable proceeding on his part on account of management of the railways that Mr. any previous failures or weaknesses Wilson's reference to his own "actual the covenant would be made easier or traffickings with supposed political possession" of the lines may have surexpediency, by his Administration and prised some readers from whose memhis subservient majority in the Con- ing of the act under which the Presigress, in dealing with the excessive dent, on December 26, 1917, took over demands of organized railroad labor the railways: at the time of the enactment of the Adamson law and over and over again afterward.

The fundamental truth of which we speak is that the universally desired reduction in the cost of living can be dawn of a better day; not by piling up for the benefit of any preferred class the costs of production and consequently the cost of living. As the President points out, the attempt to January 4, 1918, President Wilson speculation, both at the racetrack and meet the burdensome conditions by way employees, in the hope of solving ment administration," "Federal con-silver box, is the heaviest in the Spa's a temporary situation, and nobody can trol" and "Federal management." In history. The astonished watchers tell how long it will last or how soon the Administration bill presented it will be over, would result only in the necessity for repeating the trol of transportation systems, herein rise in price. process, and so on indefinitely to the and heretofore provided for shall coneige of the precipice of an overwhelm- tinue for and during the period of the which compels the burdened gambier ing disaster to American industry. A proposition so simple and so obviously grounded in sound economic principle transportation systems while under spot. Here it is: the United States has seldom been stated so concisely Federal control." Through the com- Hotel Stakes, with Kinley Mack at 1 as in Mr. Wilson's two letters of mon and constant use of the phrases to 2, and nothing much to beat ex-Monday. It might be added that this creases and to inordinate decreases in it is evident, from Mr. Wilson's adthe hours of productive activity.

The argument or claim of the shopmen, and of the various classes of railroad employees who have used in The War Against the Boil Weevil. the past and may attempt to use in the future the strategic advantage of the North generally only as something tory? They were appalling. True, commercial life of the nation, would be just as good in the case of numof transportation which would necesdefeat the Government's efforts to bring about a return to normal conditions than any other enhanced wage RANSDELL BS general manager of the HERSERT, but HARRY) and BURNS were costs. The only things that have dis- largest cotton plantation in the world, the heroes of the paddock, tinguished the position of the rail- "will control the weevil at a cost" road workers in this respect are, first, and, secondly, the superior facilities,

or hundreds of millions out of the pock- weather conditions are at all favor- the price of 500 bushels of wheat ets of those fellow citizens by taxation and then transferring the Treas- hardly anything had I not applied this ury money to their own pockets. The arsenate." What this indicates in in- Saratoga do not bet in terms of bushfirst thing means a defiance of the creased production is shown by the els of wheat. Consciously, they do which GROVER CLEVELAND had to deal with a quarter of a contury aco. The "make a bale to twenty acres." second means a long stride to a so cialism far worse than that which merely contemplates equality of wage conditions, since it selfishly demands relief from the high cost of living by the rest of the community-a Bolshev-

cause it is somewhat belated. His

illustrious feet appear to be getting

on solider ground. His perception of

economic principle in regard to the

tremendous questions here involved

seems to be quite clear now, while

his method of presentation is excel-

lent in conception and tone. He is

well supported in the position he has

taken by his Director-General of Rail

roads, Mr. WALKER D. HINES, whose

letter comparing the permanent com

pensation of the railway shopmer

with the temporary pay of mechanics

who have been engaged in simila

lines of work in the shipyards in the

stress of war emergency, and also

increase on the railroads just now

is a model of fairness. Mr. HINES's

statement has doubtless been a deter-

reasonable appeal to their patriotism

The Bailroads and the Significant

Personal Pronoun.

the shopmen may have attracted par-

ticular attention by reason of the

"The employees may rest assured

that during my term of office,

whether I am in actual possession of

the railroads or not, I shall not fail

to exert the full influence of the

Executive to see that justice is

The phrases "Government control

and "Federal possession" have been

used so generally with regard to the

"The President, in time of war, is

empowered, through the Secretary of

War, to take possession and assume

transportation, or any part thereof

and to utilize the same, to the ex-

clusion as far as may be necessary

of all other traffic thereon, for the

transfer or transportation of troops,

war material and equipment, or for

such other purposes connected with

the emergency as may be needful

war and until Congress shall there-

which users have of course paid.

which is not prohibitive."

of August 29, 1916.

or desirable."

use of the personal pronoun:

One sentence from Mr. Wilson'

opportunity.

CLAUDE KITCHIN and millions of other more than \$1.50 for a shirt will, it bad as they seem. seems probable, soon be able to buy ism not of numbers but of illicit as good for less. The President's firmer attitude to ward railroad labor advancing such French Dissatisfaction With the Re demands is not the less to be an sults of Interweaving.

lescribing in an article printed in THE Sun recently the sentiment of amazement aroused among the French by President Wilson's personal defini- the the covenant of his League of Nations as they were expressed to the Senate Committee on Foreign Relations, says that:

"One feature of the comment in French circles is the regret expressed that the treaty proper should have been so inextricably interwoven with a covenant so controversial in its nature."

This combination of two documents nant of the League of Nations-was the work of President Wilson. Its accomplishment was the fulfilment of other for General Howze, who comes treating of the possibilities of wage or a warning uttered by him in his Division just in time to be ordered address in the Metropolitan Opera House in New York city on the evening of March 4 of this year, as he was returning to France after a hur. permission to buy a six months supply ried trip to Washington, Mr. Wilson well to study this report before they take decisive action on the President's

"When that treaty comes back gentlemen on this side will find the covenant not only in it but so many threads of the trenty tied to the covenant that you cannot dispect the covenant from the treaty without destroying the whole vital structure. The structure of peace will not be vital without the League of Nations, and no man is going to bring back a cadaver with him."

The French regret that the cove nant was unnecessarily interwoven in the peace treaty. Many Americans may regret it. But it was interwoven in the trenty by President Wilson in the hope and expectation that possible inconvenience arising from amendment of the treaty itself would deter the Senate from exercising its authority and performing its duty in the premises, and that thus the way of in the United States.

The President's scheme did not The Senate has not been dework. treaty making power has not been impaired, though Mr. Wilson strove to Frenchmen have Mr. Wilson to thank ter street and the Bowery. that the covenant was interwoven in the treaty, and Americans have the tred thereby Yesterday the Forate continued the process of inter-

The High Cost of Being a Sport.

In his address to the Congress on Word comes from Saratoga that the remarked "I took possession" of the in those houses where men gather at railroads, but in his plea for further night to watch the spinning of a ball power he used the phrases "Govern- or the withdrawal of a card from a Baxter street. It is covered to-day by ating street railways electrically, and controller located on the front car of a seem to forget that the cost of taking later to the Senate and the House it a chance—that is, the money cost was provided that "the Federal conrises as other luxuries and necessities

To illustrate the economic force to increase his stakes, cast the memafter order otherwise." As passed, the bill provided "for the operation of out a race which looked like a soft ory back to Saratoga in 1899 and pick "Federal control" and "Government cept Satirist and Queen of Song. To operation" the public quite forgot the win the price of a bushel of wheat, earlier Presidential possession. But the genuine standard of value, the speculator had to bet only \$1.40, as dress to the shopmen, that he has not wheat was selling that summer at forgotten the phraseology of the act 70 cents. But what were the conditions facing the same speculator if ne was alive and in Saratoga and looking for a good bet last Saturday, The cotton boll weevil, known to twenty years after Kinley Mack's vic-

an employment indispensable to the which with unfailing regularity for there was another soft spot for a many years has had an item devoted wager, with 1 to 2 quoted against to it in agricultural appropriation Man o' War in the Grand Union bills, is really a pest which has ma- Hotel Stakes, but to win his bushel beriess other departments of the interially reduced successive cotton of wheat the player was obliged to dustrial system. But, as the Presi- crops and proportionately increased risk \$4.52, or twice the \$2.26 guardent says, the increases in the cost the price of cotton fabrics, an increase anteed by the Government to the farmer! The relation of \$1.40 to Two Senators, experts in cotton \$4.52 is, approximately, as 1 is to 3. sarily result from increases in the growing, recently announced the good So, when a gentleman at Saratoga wages of the railroad employees would news that an Agricultural Depart this summer is observed to bet \$30,more certainly and more immediately ment experiment station in Tallulah, 000 on a race it should be no more La., has after eight or ten years alarming to the student of economics, work produced a polson "which," than a wager of \$10,000 would have wrote a planter described by Senator been in the days when Spences (not

As on the track, so it is in the gambling house. The high cost of their repeated threats, direct or im- said that two managers of large cot- wheel, which still preserves its per-Senator Harrison of Mississippi living has not changed the roulette plied, of the exercise of power to ton plantations had written to him centage of five and five-nineteenths paralyze all commerce at the expense that they were "carried away" with against the punter; nor has it afof the welfare of their fellow citizens; the new method of eradicating the feeted the freedom of the ace in the pest. Another planter wrote to Sen- faro box to lose ten times running; from their own point of view, afforded lish product, which is a form of callar of yore in its power to please, ator Ransbell concerning the Tallu- but the dollar of 1919 is not the dolby the temporary Government control clum arsenate, "I have been able to Twenty years ago a golden eagle, bet

sportation, for taking millions reduce it to 3 per cent., and it on a winning number at roulette, won INVENTORS OF THE ELEC. leave in the apring of 1688, 1 spent UNCLE JOE CANNON cleven months with Mr. Edison as his fields which would have produced price of 155 bushels.

It may be urged that the folks a same planter's further statement that not, but the price of wheat regulates THE SUN of August 10 there appeared ing interested in both, I tendered my fields such as described would not, the price of the double porterhouse a syndicated interview prepared by Edwithout the application of thearsenate, steak, of the motor car, of the shep-, ward Marshall giving the views of Mr. Sprague Electric Railway and Motor herd's plaid suit, of the suite with THE SUN congratulates Dr. Davin bath; and it controls the size of the FRANKLIN Houston upon the success valet's fee and the barber's tip. So the Federal commission's inquiry was purposes, whether applied to industria of his department in producing a when moralists point with blanched used not only to discuss a matter of motors or electric railways. remedy for the destructive cotton lips to the riot of speculation at the urgent interest but to assign to the subpest; and rejoices that the Hon. village of healing waters, students ject of the article a standing in the tor invented and exhibited by me of economy will remember that things citizens who will not or cannot pay are not more than 33 per cent. as

long as the actors stay out th a better shirt for their money or one tired business man will have an eight hour pight's rest.

As the Government sales of surplus Our special correspondent in Paris, Office Department, order at once what you will need in 1921.

Boston did its best to honor the offi-Conte di Cavour, but despite tions of the obligations imposed by everything the ghost arose at the clares that Mr. Edison "invented" and tor suspension and gearing and dual prove beneficial to the vast majority of only cause for concern in his visit to of the late Henry Villard. the United States was that he faced

> edicinal supplies' btained, but they agreed that was out the question when Admiral Conz said would need about 30,000 litres (about 7,000 gallons) of wine. This is one of those matters where

somebody ought to do something. But, the treaty of peace and the cove- we arise to ask, how is he going It's just one border river after an

what may be interpreted as a threat home from the Rhine with his Third to the Rio Grande. The custodian of alien property, Mr

GARVAN, has asked the President for was one of the more prominent early German vat dyes, it being alleged that the American supply is exhausted. About a year ago it was announced that American dye makers could duplicate, if not excel, any dye that ever came from Germany. What happened this promising home industry?

Would the person in the green Tyrolsee hat note that though it may be a custom on his own course to pocket golf balls on the fairway, it is not done dsewhere .- From the London Times.

With golf balls at the present price this is a real "agony" note. How the person in "green Tyrolese hat" escaped so easily is beyond comprehension. There is nothing in the "etiquette of golf" that could save him

Isn't Sam Gompers tempted to strike

SUGAR LOAF STREET. Early Organ Builders Located What Is Now Franklin Street,

TO THE EDITOR OF THE SUN-Sir: In eference to George Walker's inquiry as to the present location of the address given in the City Directory for 1813 as John Geib & Son, organ builders, 55 Sugar Loaf'

That portion of present Franklin terred from the performance of its street which is next to Bayard street duty. The constitutional function of was at one time called "Sugar Loaf" that body in the exercise of the street," the Bayards having been the introducers into this country of what they advertised in the announcements of their business as "the mystery of sugar render it inoperative. Dissatisfied refining." Their windmill stood at Hes

Franklin street was once Provostreet, in honor of the Rev. Samuel Provocst, the chaplain of Congress when it Senate to thank that the processes of first met in Federal Hall in New York our Government have not been im- in 1785. He it was who conducted the elen Relations Committee of the Sen- ton's inauguration. As one of the first Regents of the University and as Bishop of New York from 1786 to 1801 he reniered conspicuous service to his city.

HOPPER STRIKER MOTT, NEWBURYPORT, Mass., August 26.

On a City Map of 1808.

TO THE EDITOR OF THE SUN-SIE! "SUgar Loaf" was the name of a short street extending from Broadway east to Franklin street. In a copy of a map of down on it with "Franklin street," just across Broadway from it, on the

In looking at other old directories at bout the period given by your correspondent-1813-I notice there appear the one for 1811-12, "John Gelb & Son, organ builders, 95 Leonard and 36 Sugar Loaf." the same being repeated in the "55 Sugar Loaf" only.

HORATIO G. COZZENS. New York, August 26.

On 353,000,000 Eggs. he Mayor's estimate of the number in storage in New York.) Whenever in the future I attempt,

gallinaceous specimen-in doughboy French the out-No matter if it's bolled or shirred

I shall always put its pedigree to proof. For my fond and fecund fancy is a most perferved thing.

And I know that otherwise whene'er 1 1887. ate mind would do a marathon, my thoughts go wandering As to where the ovoid came from-

Yea, with such uncensused millions the garnering alone Must have taken of itself uncounted

years, And there are no doubt among them which were not unknown

There cannot be any question that the bipeds who saved Rome Were cackling loud in triumph at trophies that resulted found a

safe if frigid home The egg that bold Columbus stood exalted

I have often wondered how it met its But since Hylan's had his sleuths abroad quite can comprehend That it still-and cold-abides its chance

it is in Dutch. And hereafter I shall leave it to its fate.

will compromise on egg plant and on eg-lantine and such.

And albumen, when I need it, I'll take

MACRICH MORRIS.

Frank J. Sprague Protests Against the Share of the Glory Assigned in an Interview to Thomas A. Edison. not engaged in electric railway work

or the building of electric motors. To THE EDITOR OF THE SUN-Ser: In resignation and incorporated Edison on the plight of the electric rail- Company, which from 1884 to 1889 was ways and certain remedial suggestions the most active agent in the develop-The opportunity created by ment of the use of electricity for power therefor. electric railway field analogous to one 1884 was formally indersed and recomjustly occupied in that of the electric mended to its various licensees by the light—the credit for a companion in- parent electric light company. dustry whose greater growth has no lowing fall I developed a system for the elevated railroads of New York, and odern parallel. According to the interviewer, the elec- in the winter of 1885-6 conducted tests

tric light interests Mr. Edison the more on private tracks at the Durant sugar because it has increased the length of refinery, following this by others in the the human being's day, but it is ad- spring on the Thirty-fourth street mitted that the perfection of the trolley branch. These were considered so imhas done an equal service to humanity portant by officials connected with the ducted through Mr. Bunneson's Post by expanding the livable area and prac- Edison light interests that they partictically adding to the span of life. As a lpated in the purchase at a cost of consequence, "he is about equally proud over \$51,000 of one-tenth interest in a of the two memorials to his greatest company with a nominal paper capital achievements." The claims thus ad- of \$100,000. cers and crew of the Italian warship vanced are similar to the statements in the "Book of Knowledge," which de- publicly my wheelbarrow method of mo-"perfected" the electric railway, against control, which were universally adopt-Conz told Acting Mayor Forn that his his own wishes but on the solicitations As the one responsible for the equip-

the prospects of exhausting the ship's ment of the Richmond Union Passenger rines stores, and what was he to do? Rallway in 1887-8, known the world over Passenger Rallways at St. Joseph, Mo., "The acting Mayor suggested that as as the pioneer of the modern trolley the wine might be system, as the inventor of the multiple unit system of control, which has saved including more motors than were to be at all. the city of New York over \$100,000,000 in capacity cost of its first subway system and is now used on every electrically equipped road where two or more cars or locomotives are controlled from single source, and as an engineer nical and financial difficulties, under very whose persistent advocacy of the use of high tension direct current motors for adverse circumstances and largely on railways is typified by the Chicago, Milover as the pioneer of the modern trolley waukee and Saint Paul installation, I must protest these claims. While in the main the electric railway

distinctly American, Mr. Edison neither invented nor perfected it, but ment soon become that control of it was workers who experimented with small electric locomotives with the idea of replacing steam equipment; but a work of any character must be measured by electric railways in the United States its originality and its influence upon an industry. The operation of a car by therefor, and every detail of construction, was experimentally demonequipment and control assigned to a strated by a number of inventors-Davenport, Davidson, Farmer, Page, deliberate attempt was made to destroy Hall and Greene-many years some of them handicapped by the ne- therefor a new "Edison system," whose essity of using primary batteries and principal feature was the use of the crudely constructed motors, or if not then by inability to secure proper gen- ductors at low potential, a scheme which erators. Yet there appeared in a "Treatise on Railways," by Lieutenant Lecount, published in Edinburgh in 1839, the following remarkable prediction:

We have no hesitation in saying that electro-magnetism will at no distant te with steam as a motive power, and successfully.

The invention of the modern dynamic and the discovery of its reversible motor function, both indisputably of patent has ever been adjudicated and European origin, made possible practi- sustained, results; and taking advantage of essential feature of the Richmond trolley these discoveries Dr. Werner Siemens and the South Side Elevated equipments operated a small locomotive, the current being supplied from a centre rail, with Sprague patent in the United States has track return, at the Berlin Exhibition in ever been defeated. the spring of 1879. Following this demonstration came various ambitious projects and the opening of a short one of electrically operated four track subcar line at Lichterfelde, in May, 1881, ways in New York, but for the maximum the first crude line actually operated for regular traffic. About this period Stephen D. Field

became interested in the use of electric- 1855 I invented what is known as the ity for motive power, and was followed multiple unit system, by which any experiences being amplified in 1882 at equipped with motors and controller the instance of Henry Villard, and then abandoned. In 1880 the three inventors became involved in a patent interfer- regard to number, sequence or end relaence, Siemens being ruled out by the tion, and when so combined be con-limitations as to evidence relating to trolled from either end of any equipped rowed down to Field and Edison, and a secondary controlling train line. was decided in favor of the former, to whom was issued a patent covering "the tunity to demonstrate this system on by means of current from a stationary pense, but it was not until 1897, while stitution of a dynamo in the place of a Claim has been made that this system battery did not constitute invention. Judged by his experiment and pat- which he included the motors on differ-

Judged by his experiment and pat- which he included the control of a main able.

One Yankee ship, the U. S. S. Des Monta able.

"Instead of individuals or families one Yankee ship, the U. S. S. Des Monta able." the tests at Menlo Park, although on a train, a patent which is analogous to without accumulations and frequently now protecting the American Consulate 1808 which I have "Sugar Loaf street" longer track than other earlier ones, disclosed no acceptable ideas of novelty no one knowing what the multiple unit lated here and there among more prosover what had been done by other in- system is can for a moment confuse ventors, and not a single one of any fea- the two. tures that may have been novel has found acceptance in principle or detail.

1882 experiments, the Electric Railway Company of the United States, created in an attempt to instil life in the Field. has increased the possible capacity of one for 1812-13, and in one for 1813-14, Edison projects, operated for two weeks in 1883 in the gallery of an exhibition building in Chicago a small locomotive called the Judge, both current and motive power being supplied by two Weston ity cost, represented in New York alone pendence. dynamos. And in the winter of 1885-86 by the enormous amount already stated. Field, using current from a battery of Edison machines, made a short trial of an electric locomotive on the Thirtyfourth street branch of the elevated rallroad. This experiment marked the climax of this company's work, and its total collapse and impotency is indicated by the value of one dollar for 3,334 of its shares in the balance sheet of the Edison Electric Light Company for

years elapsing between 1882 and the absorption of my company in 1889-90. years pregnant with opportunity and rich with accomplishment, I know of no single constructive act which can be credited to Edison in the electric railway field. He was deeply and almost entirely engrossed in the development of the incandescent light, in which, despite At the first strains of the music of the many mistakes, his position is assured and richly deserved.

These years, which were enlivened by the controversies between the Edison and Westinghouse interests in the matand Westinghouse interests in the matter of direct and alternating currents, marked, however, the creation of two great industries in which the writer played an influential part—the application of electric motors to the industrial arts and the creation of the modern profiley. I was not alone in the railway.

There is at present a good market for realizable and doled out the country, based many than a strength—is so repugnant to every proper thinking person, soldler or a trip through Murrous's consideration, and yet it has been urged to do business will in a way that would in the great mather than a way that would in the great mather caused by the country, based many forms and the created by the soldings will be caused by the soldings will be caused by the country. The created by the soldings will be caused by the country based many forms and the created by the soldings will be caused by the country. The created by the soldings will be caused by the country based many forms and the created by the soldings will be caused by the country. The country based many than a way that would in the great mather than a field, for Van Depoele, Daft, Henry cotton yarns the best sizes are from No. 18 two ply to No. 160 two ply Sea Island. Bentley, Knight and many others were all active. But I had early become interested in the matter of motive power, even while crutsing in Asiatic waters, off the egg foraver-yes, with me and while a member of the jury at the half cutton yarn, colored gray or black. Crystal Palace Exhibition in 1882 I had devised a comprehensive electric rallway system, and soon afterward. while still abroad, an under-contact

overhead trolley system. Resigning from the navy with a year's

mistant, engaged in electric work, dur ing which time I made a material cor FIGHTS LAND BILL tribution to his system of distribution but during this time Mr. Edison was

> Veteran Leader Joins Scott and White in Opposing Farms for Soldiers.

> MONDELL DEFENDS PLAN

The constant speed, non-sparking m

In these tests there were first shown

ed, and also the method of returning

energy to the line and braking the train,

The Richmond road, which was car-

ried to completion and the final suc-

my personal credit, is known/the world

acterizing it is the basis of modern prac-

A year later the Sprague name was

arbitrarily wiped off from the list of 113

parentage. At the same time a

the trolley system and to substitute

ordinary traffic rails as supply con-

car carried an Edison railway motor.

is in universal use to-day, and no

For over thirty years I have contin-

ually urged the construction of a system

therefor, can be combined, with or with-

The system is now in use the world

any given trackage in the subways more

To THE EDITOR OF THE SUN-Sir

You bet!

We will be Yappy yet,

GLEN RIDGE, N. J., August 28. I. C.

According to figures published in Espana

Economica y Financiera the production of benzol in Spain before the war averaged

The flax industry in Australia is becom-

received by the Commonwealth Flax Com-

siready been thrashed at Drouin.

innual production was about 2,000 tons.

TRADE BRIEFS

FRANK J. SPHAGUE.

number

On the other hand, every

of cars, each individually

collapsed with public trial

So important did this new develop-

Measure Attacked Vigorously in House as in Interest of Realty Concerns.

Special Despatch to THE SUN.

Washington, Aug. 26 .- Strong and unexpected opposition to the Mondell soldiers' land bill developed in the House to-day Leader immediately after Republican Mondell explained the measure and made his prepared appeal for its "Uncle Joe" Cannon (Ills.),

(Mich.), and White (Kans.), Republicans, led the attack on the plan, all charging that the project would not the soldiers, but instead would be a "big grab" for land development com-The majority of the soldier did not favor the plan, or are at least by the use of dynamos and motors. In indifferent toward it, the opponents also 1887 came the contracts for the Union asserted. Mr. Cannon surprised the House by

that he hoped the bill never be brought up for consideration and Richmond, Va., the latter to be oper- stating ated under conditions more difficult, and would "The talk that there is an over-

found in the aggregate on all others of the then existing experimental electric for this land plan is foolishness," he "I would like to ask every mem-the House how many letters he said. ber of the House how many letters he has received from soldiers favoring the cessful operation in spite of great tech- project. I am sure the number would

More charges that land companies are active in backing the bill were made to the House by Representative Scott.
"Besides the Southern Settlement and because at least every essential char-Development Organization, which has maintained a press agent here to boost the bill by propaganda pointing out what it calls advantages to the soldiers and secured by the Edison Electric Light
Company in the latter part of 1889.

A year later the Sprague name was
Government, the Big Horn Land Company of Montana has been striving to

Soldiers Jollied for Support.

Scott said.

e soldiers to favor the project," Mr.

"Information submitted before the at an agent of the company named Harris recently entertained several soldiers at the Y. M. C. A. here and then mittee in favor of the bill. The whole pian is nothing more than an effort to camouflage land improvement projects inder the false guise of helping the During this entire period I believe not a mile of track for an Edison system Mr. White, who is from western Kan-

sas and whose district might receive was laid for public use, not a trolley some benefits along reclamation lines, deciared "there is nothing in the that will do the goldiers any good Indeed, no novel features individual to the Edison experiments in 1880-82, or 'In order to obtain the land most of as proposed in 1890 and later, have the service men will have to go hunfound abiding place in the electric rail- dreds of miles from their ho way industry, and no Edison rallway and parents, and my opinion is that very few of the them will do it," he said make good under the plan and eventual ly get his farm paid for. I am sure that men of this type can get plenty addition the Federal farm loans are at their disposal

now being put forth in order to get more votes, that Eastern States will receive large benefits under uccess a radical departure from the mr. Scott and other speakers denied RUSSIAN GIRLS PAY early conception of locomotive or locotensive hearings of the committee." car operation was vital. So in

that the American Legion as asserted by Mr. Mondell in his address.

Mondell Opposes Rival Bills.

Representative Mondell (Wyo.), in hi out non-motor cars, into trains, without address defending his bill, first attacked Murmansk Maidens Take That proposed measures for granting relief work abroad, the immediate issue nar- car by master controllers connected with fit and were extravagant and degrading Turning to the Mondell bill, he said:

attempts to get an opporposes to take lands which will either whom was issued a patent covering "the tunity to demonstrate this system on cost nothing, as in the case of public combination of an electric motor operated the Manhattan Elevated at my own exlands, or can be purchased at a small by means of current from a stationary pense, but it was not until 1897, while acreage price, as in the case of many source of electricity conducted through engaged in the development of electric cut over or abandoned lands, or lands the rails," a claim manifestly absurd in elevators, that I took a personal con-view of the previous art and afterward tract for the equipment of the South effort on a large scale with the best pos-voided on the ground that the mere sub-Side Elevated Railroad in Chicago, shows lead to supervision bring eight months with the United States those lands to a condition where they will be available for intensive cultiva-tion and in a condition to make resiwas based upon a patent by Edison in

claiming the multiplication table, but without experience, scattered and isostruggling to secure that which their Lloyd George, British forces will also neighbors already enjoy and becoming he taken out of Archangel by October.

disheartened and discouraged in the ef-Following the abandonment of the two or more cars, and on every trunk people, as we have had from the beline railway where two or more locomotives are under a common control. It
periods, making a start in common, each
has increased the possible capacity of
animated by the same desire and purmeans to get out. Business man can pose to secure a home, and all heart-ened, encouraged and stimulated by the fact that from equally humble begin-also can get out. than 50 per cent above what would be fact that from equally name for the possible with a locomotive system, with a consequent saving of equivalent capacsame goal of competency and indescribed in the same goal of c

Provisions Are Outlined.

The Republican floor leader outlined he provisions of the bill, which call for upon the bride's escape the establishment of a fund in the treas-ury to be known as the Soldier Settle-ment Fund, the moneys of which are to the soldier. Then they are be used for the acquisition of lands for they reach England or A soldiers' farm settlements. In its present have done this, and all form the bill would make \$500,000,000 ceremony is by the available, but Mr. Mondell said that this Church. The girls are n would cover a period of five years. It tiful, but they generally would enable soldiers to purchase lands "It is a fearful situat at cost from the Government and allow fronts the 750,000 people There are cotton mills in Brazil which them forty years for the making of full trict this fall. In the Prior to the payments.

r all the dyes "It is believed that areas suitable for of friendship grank to use large amounts of dyes. Prior to the war Germany supplied nearly all the dyes

the plan would be found in every State Russians and Americans in the Union," he said. Replying to understand why they are critics who characterized the bill as a "The peasant class a scheme to utilize soldiers for the reclamation of barren areas and swamps he 1.150 tons annually; during the war the said that to substitute them for experienced farmers on lands already cultifieds them. They wated would be harmful to the interests ing Bolshevik regime ing firmly established and a recent report of the country, and that general buying upper class of the commonwealth Flax Comparities stated that 1,200 ions of flax had speculation.

population.

Of the bonus plan he said: "The idea of Russia the year re-The lumber market in the Canary Isl-ands is especially short of pitch pine, poor, is to have the sum of his patricitic America has the green white pine and spruce, which at this time sacrifice coldly calculated and doled out ever to do business with as a substitute for a sound measure of one time a first opportunity and development such as we harbor tug, is the

Brazilian Steamship Merger. Rio Janeiro, Aug. 26 .- It is an was influential.

nounced that the Navegacao Costeka, hand man of Mr. the Commercio Navegacao and the Lloyd Consul in Archangel. National, three important Brazilian "I have talked with steamship companies, have formed a and naval officers of Commentation to handle the combination to handle the constwise represent the better type of trade of Brazil. The agreement does they all hope for a time a not affect steamship companies engaged democratic government w in foreign trade.

The Sun Calendar

THE WEATHER

For Eastern New York-Pair south, showers in north portion to-day and probably to-morrow: silently warmer; gentle to moderate west wind For New Jersey—Generally fair to-day and to-morrow; slightly warmer; gant

and to-morrow; slightly warmer; sents to moderate west winds.

For Northern New England—Party cloudy to-day; to-morrow probably show.

ers; moderate westerly winds.

For Southern New England—Generally fair to-day and to-morrow; not much change in temperature; moderate south-west winds.

For Western New York—Showers and thunderstorms probably to-day and to-morrow; not much change in temperature. morrow; not much change in moderate west winds.

WASHINGTON, AUE. low over the upper St. L. and high in the Canadian bas fallen apper

isat twenty-four nouse shower dersterms have occurred in on the portions of the lase north Atlantic States and the sourt Valley. Temperatures are mal generally east of the Missis and above normal in measurement. and above normal in most distri-westward. The outlook is for fai except for showers and thunder Florida, the east lower lake reg-the lower Ohio Valloy and porti-north Atlantic States and on Ti-the east Guif States, the lake : Ohio Valley. Temperature chi be unimportant except that it waightly warmer in the middle

Observations at United States Weather 3 reau stations taken at a seventy-fifth meridian time

LOCAL WEATHER RECORDS. Precipitation

1919. 1918. ...63 73 ...68 79 ...69 81 Highest temperature, 72, at 4:40 P. M. Lowest temperature, 50, at 7 A. M. Average temperature, 66. EVENTS TO-DAY.

Rally of New York State Women's Land

\$500 FOR HUSBANDS

Means to Escape Reds, Says Officer. The people of Archangel and nort

ern Russia fear slaughter and devasts tion at the hands of the Bolsheviki w naval forces stationed in northern Rusrest- sia. All the American troops are out there.

According to a recent utterance

that they may leave th contract is drawn up where dier will be released from r

pathies go with any "Archangel is a rich

was the presiden

lished."

Mary had a little lamb. But here the story stops. For Mary profiteered in wool

And profiteered in chops.

American yarns in the Netherlands,

which the English manufacturers

There is a demand for a special yarn to